

IN THE CLAIMS:

1. (currently amended) An articulated railcar comprising:
A railcar body;
A support plate;
Means for mounting said support plate upon said railcar body;
At least one set of railroad trucks;
Mounting means attached to said least one set of railroad trucks;
At least one low friction bearing;
said at least one low friction bearing mounted upon said mounting means;
railroad couplers;
all the elements above disposed in vertical fashion having said at least one set of trucks on the bottom in contact with rails, said mounting means, said at least one low friction bearing, said support plate, said means for mounting said support plate and said railcar body situated on top, all in contact when said railcar is coupled to engines and additional ones of said railcar via said couplers; and
said railcar is separably supported at the juncture of said support plate and said at least one low friction bearing.

2. (currently amended) The railcar of Claim 1 wherein, said trucks and said mounting means elements above disposed lower in said vertical fashion which are disposed lower than said at least one bearing are generally placed into tension when said railcar and said support plate and said means for mounting said support plate rests all weight of said elements upon said at least one bearing.

3. (currently amended) The railcar of Claim 1 wherein, said trucks and said mounting means elements above disposed lower in said vertical fashion which are disposed lower than said at least one bearing have the properties of lightweight, ultra-strong materials.

4. The railcar of Claim 1 wherein said mounting means has stands having bumpers mounted thereupon.

5. The railcar of Claim 4 wherein said stands having bumpers are retractable from their working position and, as desired, are split.

6. (currently amended) The railcar of Claim 1 wherein said at least one low friction bearing is mounted horizontally upon said mounting means.

7. The railcar of Claim 1 wherein said trucks have cooling fins attached thereto for heat dissipation.

8. The railcar of Claim 1 wherein said mounting means is made to clear said support plate.

9. The railcar of Claim 1 wherein said couplers are mounted first upon said railcars and are equivalently mounted upon said mounting means as desired.

10. (currently amended) A method of supporting a railcar and coupling the same into a train comprising the steps of:

Placing a support plate into position on the bottom of said railcar to support said railcar;

Providing means for fastening said support plate onto said railcar in said position to support said railcar;

Providing separate rail truck means;

Providing on said truck means, means for mounting said railcar upon said truck means;

Providing at least one low friction bearing for supporting said railcar;

Mounting said at least one low friction bearing between said support plate and said means for mounting said railcar;

Providing coupling means; and

Coupling said railcar into said train via said coupling means, while separably supporting said railcar via said support plate upon said trucks through said means for mounting and said at least one low friction bearing.

11. The method of supporting a railcar of Claim 10 wherein said steps further include mounting said coupling means onto said railcar and equivalently mounting said coupling means onto said means for mounting as desired.

12. The method of supporting a railcar of Claim 10 wherein said steps further include designing the structure of said means for mounting to be in tension when the weight of said railcar is placed upon said at least one low friction bearing.

13. The method of supporting a railcar of Claim 10 wherein said steps further include designing the structure of said means for mounting so to have the properties of lightweight, ultra-strong material.

14. The method of supporting a railcar of Claim 10 wherein said mounting means is provided with stands having bumpers mounted thereon and said stands as desired are made retractable from working position and said stands as desired are split.

15. The method of supporting a railcar of Claim 10 wherein said at least one low friction bearing is designed to be mounted horizontally.

16. The method of supporting a railcar of Claim 10 wherein said trucks are designed with cooling fins mounted thereupon for heat dissipation.

17. (currently amended) A process of for making individually articulated railcars, comprising:

fastening a support plate onto the bottom of said railcars to support the weight thereof;

mounting at least one low friction bearing on a mounting bracket;

attaching said mounting bracket to railroad trucks;

providing means for maintaining the position of said railroad trucks between said railcars; and

providing means for said at least one bearing to support said support plate in a separably successive manner that facilitates railroad operations.

18. The process of Claim 17 further including providing coupling means as needed and mounting said coupling means upon said railcars and upon said mounting bracket as desired.

19. (currently amended) The process of Claim 17 wherein said process provides horizontal mounting means for said at least one low friction bearing

upon said mounting bracket and can also provide vertical mounting means for said at least one bearing as desired.

20. The process of Claim 17 wherein said process provides differing configurations of said means to support in a separably successive manner, and providing said manner that facilitates railroad operations as in the following:

providing means for coupling the differing truck configurations of railcars and engines together;

providing means for coupling standard railcars, tank cars and railcars similar in truck placement configuration to said tank cars;

providing means for providing differing truck configurations having standard appearance and as desired having cooling fins;

providing means for providing landing gears of differing configurations with wheels and also having pads as desired;

providing said mounting bracket as completely unconnected to said railcars and as partially connected to said railcars as desired;

providing means for providing stands capable of mounting thereupon bumpers and couplers placed upon said mounting bracket as desired;

Said stands capable of taking multiple positions upon said mounting bracket as desired;

Said stands as desired are split;

Said support plate is mounted directly upon the underside of said railcar and as desired is mounted upon the sidewalls of said railcars;

Said support plate is of differing configurations having normal underside mounted form and as desired, plate design extended beyond the boundary of the railcar sidewalls;

Said support plate is of a flat design and as desired of a curved extension design;

Said trucks having standard configuration and having six wheels as desired; and

Providing for said means to support being towed without weight.

- 21 The railcar of Claim 1 wherein said railroad couplers have means for coupling standard railcars, tank cars, engines and railcars similar in truck placement configuration to said tank cars together and to others of different truck placement configuration.
- 22 (currently amended) The railcar of Claim 1 wherein, said trucks and ~~said mounting means~~ elements above disposed in vertical fashion which are disposed lower than and including said at least one bearing may be towed in train with no weight placed thereupon.
- 23 The railcar of Claim 1 wherein said all the elements above disposed in vertical fashion are placed fully under said railcar.